

PRIVACY AND SECURITY IN ROAD PRICING

Surveillance Society
Manchester, 11 December 2007

Phil Carey
Road Pricing Framework Division
Department for Transport

Contents

- Why road pricing?
- Existing schemes and technology options
- Concerns around privacy
- Ensuring privacy concerns are central to our strategy

The case for road pricing

- Road Pricing Feasibility Study 2004: potential to reduce:
 - urban traffic by 9%,
 - congestion by 48%
 - CO₂ emissions by 5%

- Eddington Study:
 - benefits of up to £28bn pa from a national scheme;
 - Reduce need for new strategic road capacity beyond 2015 by 80%

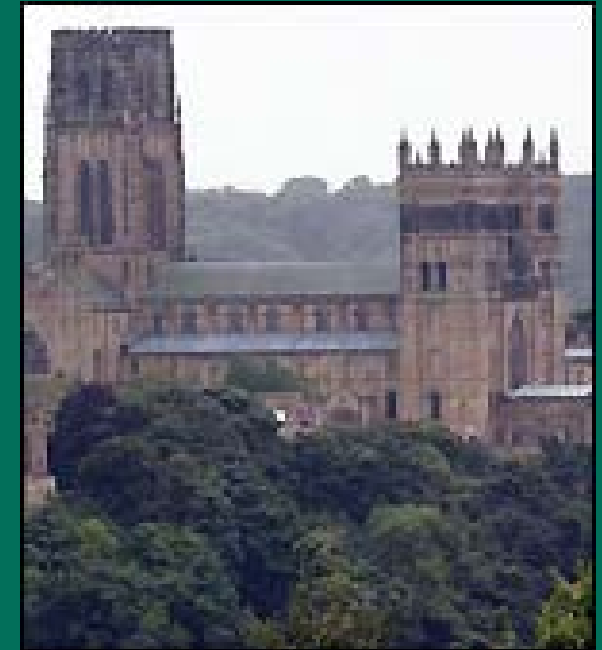
We don't start from scratch...

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Different approaches with different implications ...

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With Government support, road pricing could form part of a package of measures to tackle congestion locally

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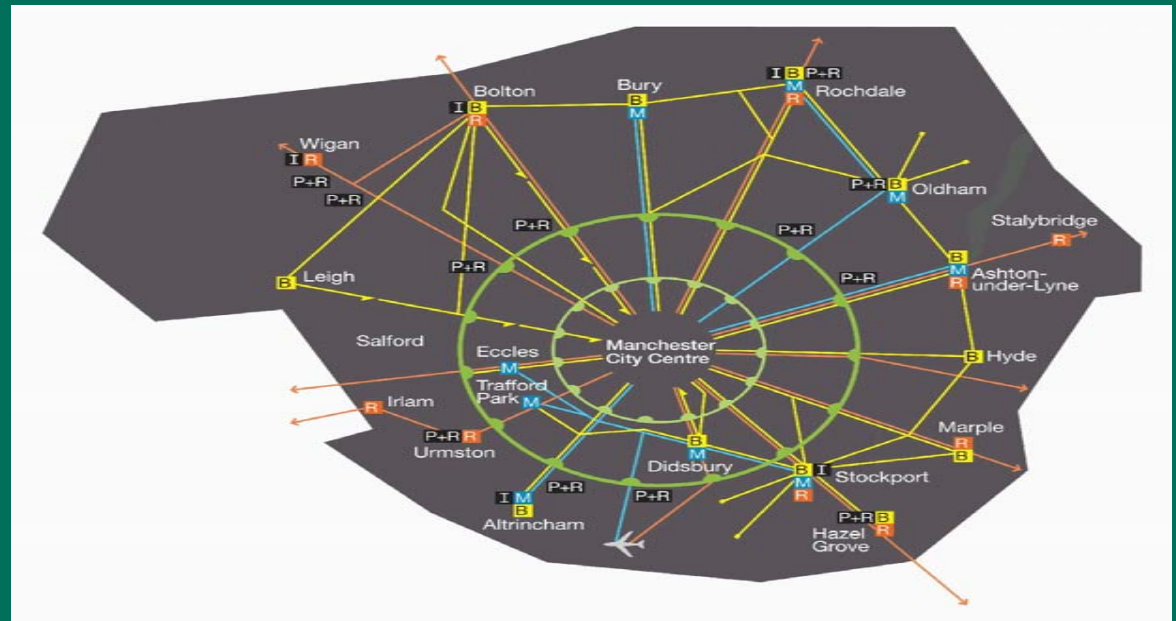
Local pathfinders under the Transport Innovation Fund

As part of package of investment from the TIF

- including public transport and park and ride options

Proposals from:

**Manchester, Cambridge,
Bristol?**



Technology Options

- Automatic Number Plate Recognition (ANPR)
e.g. London Congestion Charge
- Tag and Beacon
e.g. Dartford Crossing
- Time – Distance – Place (TDP)
e.g. Germany's Maut HGV system



2004 Feasibility Study– **assumes some form of time-distance-place charging**

The policy on more widespread road pricing

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“Whilst it is possible that road pricing could have the potential to be extended to include parts of our national networks, that is a decision for the future, informed by the development of local schemes, including London, and clear answers to the technological and system challenges.”

“Towards a Sustainable Transport Strategy”

Published by DfT 30 October 2007.

We need public acceptance

Road pricing still faces very demanding public tests

- Is it a stealth tax ?
- Will the scheme work / cost too much to run ?
- Is there a convenient alternative transport ?
- Will it be fair ? “Rich can afford”; “I have to drive”
- Will I understand my bills ?
- Is Government going to spy on me ?

DfT has issued guidance to TIF bidders

- Scheme owners & service providers must:
 - ensure information is gathered & managed, respecting policy and DPA
 - have a strategy for handling data, especially personal information covered by the DPA
 - state what they are going to use the data for
 - offer at least one solution to potential users that maximises privacy
- Local Authority proposals need to:
 - account for implications of data storage
 - state how privacy & data retention issues will be accommodated

Number 10 Web Site e-Petition

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Petition to: Scrap the planned vehicle tracking and road pricing policy. - Microsoft Internet Explorer

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E-Petitions

Sign a petition

This petition is now closed, as its deadline has passed.

We the undersigned petition the Prime Minister to Scrap the planned vehicle tracking and road pricing policy. [More details](#)

Submitted by Peter Roberts - **Deadline to sign up by:** 20 February 2007 - **Signatures:** 1,811,397

Government Response, 21 February 2007

The Prime Minister has responded to the petition. You can read his response and other views here:
<http://www.pm.gov.uk/output/Page11050.asp>

Current signatories

Because there are so many signatories, only the most recent 500 are shown on this page.

▶ Judith laslett

More details from petition creator

The idea of tracking every vehicle at all times is sinister and wrong. Road pricing is already here with the high level of taxation on fuel. The more you travel - the more tax you pay.

BETA TEST

The e-petitions system launched in November 2006. It is currently in a public "beta test". This means that users are welcome to sign and create petitions, but we will be making changes to the site, as we fix technical problems, improve usability and respond to feedback.

E-petitions: Facts, figures and progress

DfT's Demonstrations Project

- ***Aim*** To understand industry's capability to provide TDP charging as a service
- ***Objectives***
 - a) Ensure people's privacy is safeguarded
 - b) Examine operating reliability & accuracy
 - c) Examine how to secure full compliance in a TDP system
- ***Challenge*** Identify movement within an area or along particular roads at particular times
- ***Outcomes*** Inform next round of decisions on road pricing policy and possible TIF implementation

Stakeholder soundings have revealed main concerns to be...

- Storage of personal data
- How much data will be collected & stored?
- Links of data between schemes
- Who has right to use data?
- What will I allow data to be used for?
- Do I have a choice?
- Will there be an option for anonymity?
- Misuse of data for other things
- Scope creep
- Mission creep
- What procedures allow users to trust detection & enforcement?
- Don't want to pay twice – money & privacy

Several priorities for action have been suggested

- Maintain objectives & scope. Publish details to prevent change
- Transparency of data to be collected & what it will be used for. Mechanisms to collect minimum amount of data & allow deletion as soon as it is no longer required
- Build privacy into the technology for scheme designs
- Continue stakeholder engagement & highlight Government's position

Addressing the concerns

- Explain why need for road pricing: aim is tackling congestion - not tracking vehicles
- Stakeholder Consultation – what level of privacy is acceptable
- Defining what is “personal information”
- Modelling scheme options and analysing trade-offs
- Working with the Information Commissioner’s Office

Key messages

- Government's recognises public's concern about privacy. It will be a central consideration in road pricing scheme design
- Continue stakeholder engagement & work with them to understand concerns as solutions are sought to protect privacy
- DfT's guidance to local authorities bidding for TIF encourages designs that offer various payment methods including options allowing maximum privacy of personal information
- Continue working with the ICO to ensure proposals address privacy & work in practice & conform to the DPA